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[Redacted]

IDEA-0648-67
Copy / of 8

8 November 1967

MEMORANDUM FOR: Deputy for Operations, OSA
Deputy for Research and Development, OSA

SUBJECT: ITEK Optical Bar Camera

REFERENCE: [Redacted] (7 November 1967)

1. A briefing was given on 31 October 1967 to OSA Staff representatives by ITEK personnel concerning performance of their optical bar camera in tests at [Redacted] Photographs and material were handed out during the presentation.

2. Reference message is a summary report of the test program. This information, plus data D/R&D may have obtained from NPIC on the above material, make it appropriate that Staff consensus be obtained on our future intents for this sensor.

3. Recommend a date and time be coordinated telephonically for a meeting on this subject.

[Redacted]

Deputy for Materiel, OSA

[Redacted]

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PRD/M/OSA/

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TO

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ATTN:

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SUBJ: SUMMARY REPORT - PROGRAM

35,000 FEET OF FILM EXPOSED DURING 12 FLIGHTS BEGINNING
20 OCTOBER AND ENDING 3 NOVEMBER.

25X1

THREE FLIGHTS PLANNED AS VERIFICATION OF V/H SYSTEM. NO
CORRELATION ACHIEVED BETWEEN CAMERA V/H

25X1

OF THE NINE PRIMARY PHOTOGRAPHIC MISSIONS, GOOD IMAGERY
IS EVIDENT IN THE EIGHT THAT HAVE BEEN PROCESSED. LIGHT LEAKS
WERE PRESENT TO AN EXCESSIVE DEGREE IN THE FIRST MISSION AND
TO A LESSER EXTENT IN THE SECOND MISSION. SUBSEQUENT MISSIONS
SHOWED LITTLE OR NO LEAKAGE. IMAGE QUALITY APPEARS TO BE
UNIFORM WITHIN A MISSION AND FROM ONE MISSION TO ANOTHER. WHERE
RESOLUTION TARGETS OF KNOWN QUALITY WERE AVAILABLE THE SMALLEST

SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

3

AVAILABLE TARGET CORRESPONDING TO ONE FOOT GROUND RESOLUTION
WAS RESOLVED.

CAMERA SYSTEM FAILED TWICE. AN AIR LINE BECAME DISCONNECTED
AFTER 2,000 FEET OF FILM WAS EXPENDED DURING FLIGHT NBR. 7.
EXCESSIVE DRAG ON SUPPLY SPOOL BRAKE RESULTED IN MALFUNCTION AFTER
1300 FEET OF FILM EXPENDED DURING FLIGHT NBR. 10.

ALL FILM PROCESSED IN 14DN APPEARS SLIGHTLY UNDEREXPOSED.
MORE FAVORABLE RESULT IS ANTICIPATED WHEN ALTERNATE METHOD OF
PROCESSING IS APPLIED TO MATERIAL FROM FLIGHT NBR. 12 AND
MATERIAL FROM PORTIONS OF FLIGHT NBR. 5 AND 8.

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